

SCHOOL DISTRICT
OF

Fall Creek

FALL CREEK, WISCONSIN 54742

PATRICK C. SAUNDERS

DISTRICT ADMINISTRATOR
336 E. HOOVER AVE.
(715) 877-2123
FAX: (715) 877-2911

July 19, 1994

Transportation Projects Commission Hearings for the US
Highway 53 Bypass:

We oppose funding for Inner Corridor and support funding for Outer Bypass.

On March 2, 1992 the School District of Fall Creek unanimously acted to support the Outer Bypass Corridor. At this time the School District of Fall Creek strongly supports this resolution of March 2, 1992 for reasons stated.

Long term economic, as well as, residential and business growth in the western area of the Fall Creek School District make it imperative that Outer Bypass be built.

If the Inner Corridor is built the problems on Hastings Way will not go away. Traffic on Hastings Way south from Eau Claire River to Highway 12 will not be helped with Inner Bypass because it will create a traffic problem with Highway 53 - Hastings Way - Highway 93 - London Road and Highway 12 traffic all congesting within a few hundred feet of each other.

In conclusion, we support funding for an Outer Bypass.



Richard Knudtson, Clerk
School District of Fall Creek

JAMES R. SUTHERLAND
ELEMENTARY PRINCIPAL
242 E. HOOVER AVE.
(715) 877-3331

JAMES R. SUTHERLAND
MIDDLE SCHOOL PRINCIPAL
142 E. WASHINGTON AVE.
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GERALD L. BERSETH
HIGH SCHOOL PRINCIPAL
336 E. HOOVER AVE.
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Fall Creek

PATRICK C. SAUNDERS
DISTRICT ADMINISTRATOR
336 E. HOOVER AVE.
(715) 877-2123

[illegible]

Position Statement on the Placement of US Highway 53 in Relation
to the greater Eau Claire Area.

WHEREAS, the Board of Education is interested in the long term economic development of the properties in and around the Fall Creek School District and,

WHEREAS, the Board of Education foresees potential residential development in the western portion of the Fall Creek School District and,

WHEREAS, the Board of Education supports the State of Wisconsin's efforts to develop and maintain the most efficient highway system for public use to the enhancement of this district, community, region and state,

THEREFORE, be it resolved on March 2, 1992 that the Board of Education in the School District of Fall Creek has unanimously acted to support the Outer Bypass Corridor alternative.

Patrick C. Saunders
District Administrator

March 9, 1892

Date

JAMES R. SUTHERLAND
MIDDLE SCHOOL PRINCIPAL

GERALD L. BERSETH
HIGH SCHOOL PRINCIPAL
336 E. HOOVER AVE.

Date: 19 July 1994

To: Members of the Transportation Projects Commission

From: Wilmer Pautz
2112 East Willson Drive
Altoona, WI 54720

Members of the Commission. Thank you for your attention to the testimony here today.

I speak as a citizen who has attended all of the DOT-sponsored public information sessions on the matter before you. I also served on one of the DOT's focus groups for the telephone poll conducted by its sub-consultant.

After the early presentations of data to the public, it became evident that the Inner Corridor was an inadequate solution. As the later data were submitted, it was obvious that only the Outer Bypass was a feasible solution. Therefore I oppose the DOT's recommendation to fund the Inner Bypass/Freeway, and I support funding for an Outer Bypass.

1. Consider first that the Inner Bypass, which the DOT urges you to list, will cost \$10,500,000 per mile. In other parts of the State you are able to provide bypasses for \$3.2 million to \$6.3 million per mile. An Outer Bypass would be cost-competitive with your other projects, and it would be consistent with the Chippewa-Eau Claire Urban Area Plan, as well as with the long-range plans of most area communities.

Additionally, the Outer Bypass would eliminate the double taxation of local communities for maintenance of the access roads and bridges, along with the current Hastings Way route that an Inner Bypass/Freeway would require. Senator Moen has conveyed this message to all concerned. At a time when legislators are requiring revenue or expenditure limits for local governments, this is a major concern.

2. Secondly, all DOT, TV-13 and Leader-Telegram polls, along with petitions and commentary to the DOT favored the Outer Bypass. Six of the 7.5 miles of the Inner Bypass/Freeway goes through Hallie, Seymour and Altoona. All three oppose the Inner and support the Outer Bypass. They want the Outer Bypass in their front yard where the 4-lane Bypass can be united with the existing 4-lane USH 12, and the railroad to provide desirable commercial and industrial sites for economic development. The Inner Bypass/Freeway provides little opportunity for new businesses.
3. A third point. Since neither Inner nor Outer Bypass can solve the local traffic congestion on Hastings Way because neither provides for access to arterials such as Main Street, Highland Avenue and Brackett Avenue which serve Eau Claire residential and downtown business areas, an Outer Bypass that meets the goals of the Governor's 2020 Plan, and which also provides \$23,000,000 for improvements to Hastings Way for local traffic is definitely the preferred solution.

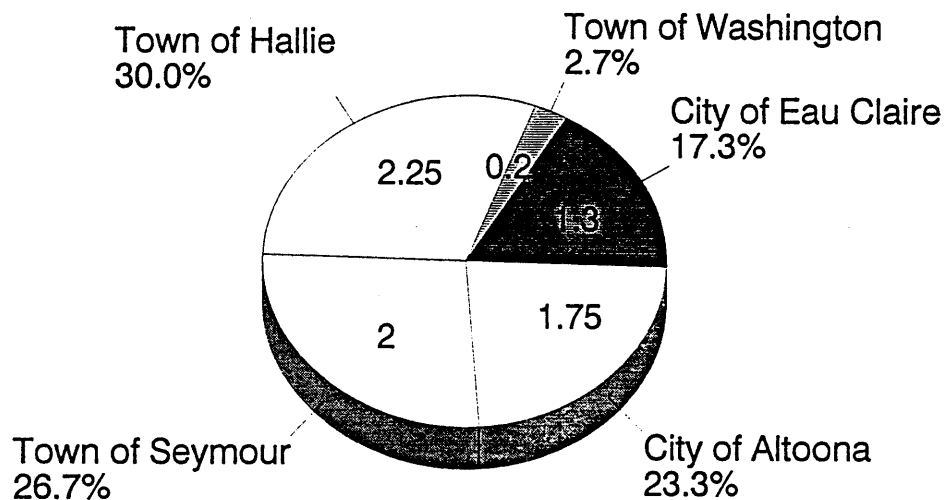
4. Finally, we cannot accept an Inner Bypass for reasons of safety. Although the number of accidents on Hastings Way has decreased by 18% from 1989 to 1992, the DOT has projected that Hastings Way will have the same number of accidents in 2010 as it had in 1992 if an Inner Bypass/Freeway is built. One fatal accident per year is also projected, even though we have had only two fatal accidents during the past 9 years. For \$79,000,000 we must get much more safety than that.

Therefore, I oppose funding for an Inner Bypass/Freeway, and I support funding for an Outer Bypass and its associated improvements for Hastings Way.

Thank you.

Percentages of Inner Bypass (Eau Claire Freeway) Located in the Various Municipalities

(Miles Shown on Graph)



- *Hallie, Seymour, and Altoona Oppose the Inner Bypass/Freeway*
- *80% of That Route Would Be Located in Their Jurisdictions*

Distances Based on DOT Letter of 9/21/92

Information provided by: The USH 53 Outer Bypass and Hastings Way Improvement Action Committee

**TABLE 1-2
ACCIDENT HISTORY
HASTINGS WAY¹**

Year	Number of Accidents
1987	258
1988	276
1989	352
1990	337
1991	306
1992	288

2010

285 *

¹ Accident frequency within the Eau Claire city limits.

² Per 100 Million Vehicle - Miles.

*** S-10**

Source: HNTB and the City of Eau Claire, updated for 1991/1992



2411 N. Hillcrest, Suite 9
Altoona, WI 54720
Phone/fax (715) 839-7700

Consulting Civil Engineering Environmental Site Assessments

Mark Blaskey, P.E.
President

Address to Transportation Projects Commission
July 19, 1994

Good afternoon members of the Transportation Projects Commission. Welcome to Eau Claire, where I, along with the majority, oppose funding for the DOT's recommended Inner Bypass. I support funding for an Outer Bypass.

The Inner is like an Edsel. You remember the Edsel? Ford Motor Company's big car flop in the 50's?. Ford's engineers did a study, developed a car they touted as "The car of the future" ... "the only solution for transportation needs." The Edsel lasted just three years before it was completely out-moded. Now they are collector's items: interesting, but not very useable. We are interested in what is useable.

About 150 years ago we bought Alaska. The newspaper editorials at the time called it a folly and said "Who would ever go there? It's so far away. Who would ever use it?" Looking back, what an incredible and solid long-term investment that was. Very useful.

The TPC can be bold and resolve to make an Alaska, or you can endorse an Edsel. Which looks better to you? Which is more useful? Years of solid growth along an Outer Corridor--the Alaska option-- or putt-putting along in an Edsel.

Now many of you are trying to use this, The Environmental Impact Statement, for your vision. But this EIS needs corrective lenses.

This EIS, at a price of over a million dollars, cost 75 times its weight in gold-- but it's not cast in concrete. We know that the DOT can do fine work; look at all the fine projects that DOT has done over the years. But this EIS, this engineering study, is flawed. Like the Edsel, it picked up marketing momentum and left objective engineering behind. Do we want to invest \$100 million of our taxes based on this?

You are asking yourself, "How is it flawed?"

Let's look at traffic. My old Traffic Engineering prof wanted us to remember one story about traffic forecasting. He said, "In 1920, in the U.S. there were about 4 passengers per car, by 1940 there were 3, by 1960 just 2. Therefore, he said, using standard forecasting techniques, by the year 2000, all of the cars on the highway will be empty."

CERTS-- The Chippewa Falls-Eau Claire Regional Transportation Study Model. CERTS gobbles up "origin-destination data, zonal trip generation factors and land use projections." It spits out traffic "forecasts." Some of the input data is from 1972! The Jurassic origins of the model don't reflect the Oakwood Mall traffic, the North Crossing, the Highway 29 project or the improvements already made and having a good effect on Hastings Way and Highway 53.

Costs: The cost estimates are based on 1991 dollars, but no "forecasting" for inflation appears. The costs to clean up the potential hazardous waste sites identified in the EIS are not included in the cost estimates. As you might now, we watched the clean-up estimates at National Prestor grow and grow-- cleanups are an unknown and can be very expensive.

Noise: Ironically, with all the sound and fury covering this issue, I found the one part of the study that is well documented and thorough is "Noise." The computer modelling of noise is explained and sound levels are nicely mapped. The conclusions are objective. However, the report doesn't show us how noise will be abated or how much it will cost to install noise abatement measures.

As an owner of several businesses, I admire effective marketing. In 1991, a DOT-sponsored poll showed that 35% of those polled agreed that Hastings Way "is a major problem and we need to do something major." The DOT then launched, in their words, "an extensive public information program" -- which you and I call advertising. In August--just four months later--over half those polled agreed that it was a major problem. That's effective marketing--they created a need--but an Edsel is not the product to fill the need.

Now, as you sit in those stiff chairs and hear testimony, I want you to realize that the DOT has already built "Inner Bypasses" here and they don't work in the long run. Like the Chippewa River, Highway 53 meanders through the valley. The river left Half Moon Lake and Dells Pond as vestiges of its former routes. Highway 53 has left vestiges where previous "Edsels" were built. An "Edsel" was built years ago in the vicinity of what is now Oakwood Mall when the four-lane was built next to the existing two-lane highway. The old highway is now the maple-lined frontage road by TV-18. An Edsel Bypass was built in the Markquart Motors area, and now Highway J between Eau Claire and Chippewa Falls is just another vestige.

You, like me, only want what is best for our region and state. I have studied the EIS, looked at the routes on maps, flew over them, heard all the arguments, walked the corridors, and made sense of it all.

So, members of the TPC, I ask you to think ahead 20 years and then look back. You will see the Outer continuously opening up new resources, new opportunities, like we see in Menomonie, Osseo, Bloomer and Rice Lake... like the Alaska Purchase does. Endorse the future, launch ourselves into the next century, make the sensible choice: Endorse the Outer.

Karl A. Schwoch
Box 246
Fall Creek, WI 54742
Village Trustee

July 19, 1994

I am here to oppose funding for the DOT-recommended Inner Bypass Freeway, and to support funding for an Outer Bypass.

The Fall Creek Village Board of Trustees has passed two resolutions for the Outer Bypass--the first in 1989 and the second in 1993.

1. I call to your attention that the FEIS is based on a "special traffic count taken in 1993." (page S-1) For previous years the DOT used "Existing Average Daily Traffic" counts. (pp. I-6&7) By using "1993 24 Hour Traffic Volumes (Preliminary)" (p. I-8a) the DOT has biased and distorted the volume of traffic reported on USH 53.

The DOT has issued maps showing the 1993 average daily traffic counts. The accompanying map and graph have these counts written in longhand. The starred item on the map shows that instead of 50,150 vpd, the FEIS should have been based on 43,300 vpd. This is also shown on the graph.

The vpd count in 1993 was 3100 less than in 1990. One must assume that had the DOT used the existing counts for 1993, as they did for 1990, the projections for future years would be markedly lower.

2. My second item of contention deals with the projected traffic volume at the south terminus of the Inner Bypass Freeway. Page IV-12 shows that 37,500 vpd would be on the four lanes

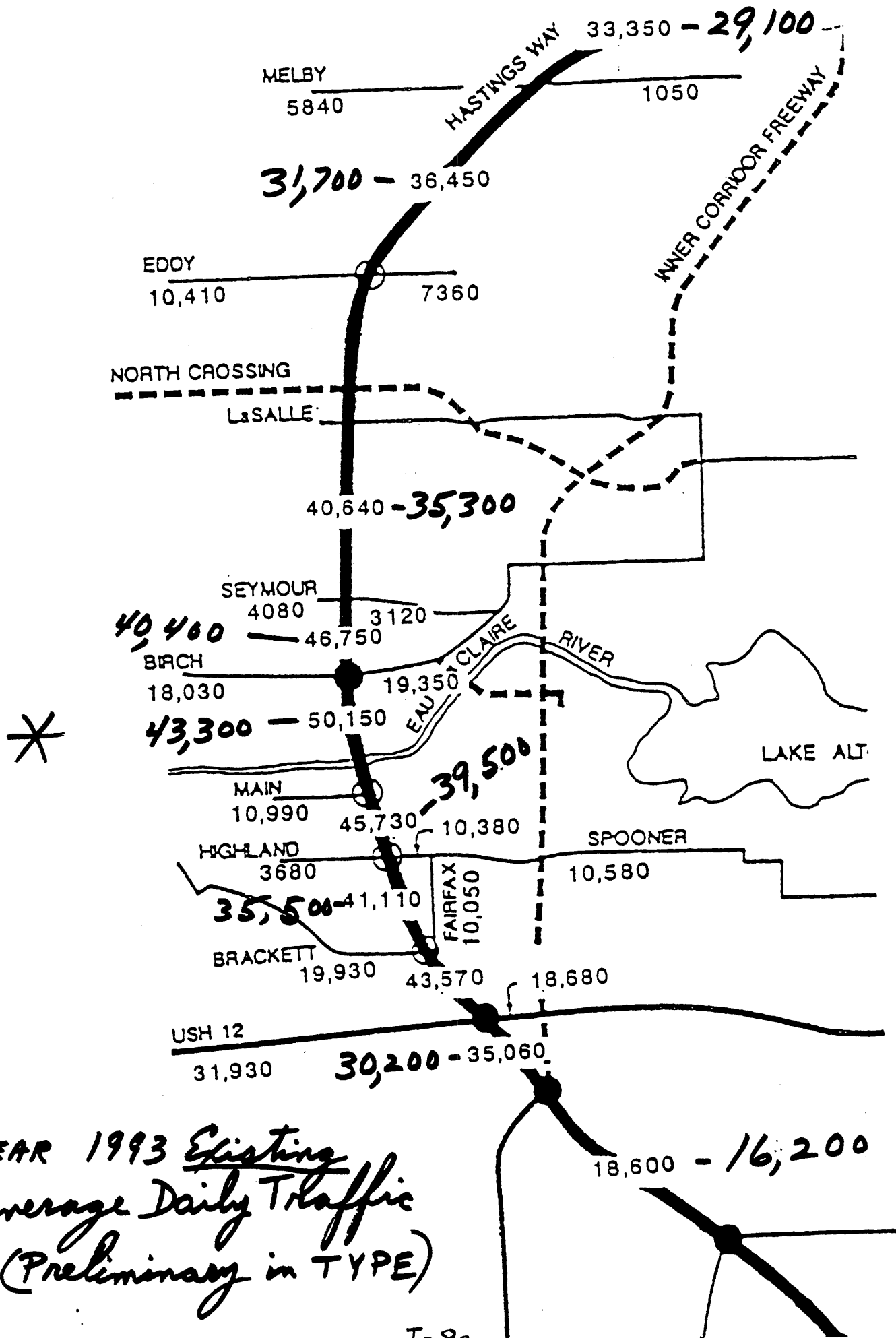
of USH 53 between the malls. At that location southbound traffic from 3 lanes of Hastings Way and from 2 lanes of the Inner Bypass are funneled into the two existing lanes.

Such a high volume of traffic with mixed purposes will necessitate the use of additional millions of taxpayer dollars to widen the roadway.

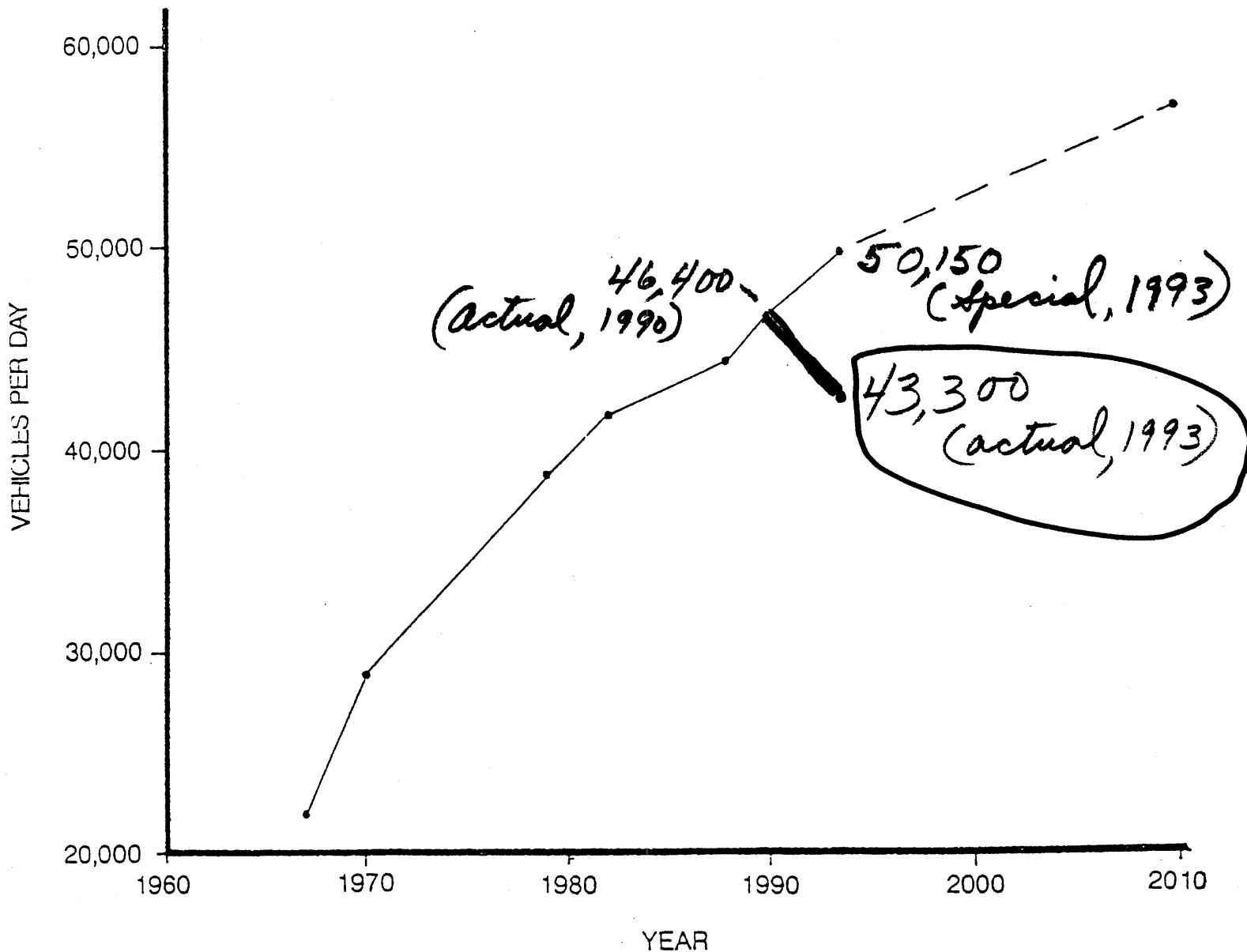
3. My last issue deals with a problem that the Inner Corridor interchange with Clairemont Avenue will cause.

The volume of traffic using the Inner Corridor interchange with Clairemont Avenue will require 2 additional traffic lights on USH 12/Clairemont Avenue just a few hundred feet east of 3 existing traffic lights. 5 traffic lights in close proximity on a US highway is unacceptable.

Because of these and the many other unresolved problems that the proposed Inner Bypass Freeway presents, I oppose funding for it, and support funding for the Outer Bypass.



HISTORIC AND PROJECTED DAILY TRAFFIC
HASTINGS WAY (USH 53) AT THE EAU CLAIRE RIVER



Date: July 19, 1994

To: Members of the Transportation Projects Commission

From: Robert D. Sather, Supervisor, Eau Claire County Board, District 11
and
Chair, Eau Claire County Transportation and Public Works Committee

I wish first to express my appreciation to the Members of the Transportation Projects Commission for the opportunity to testify. I urge that the Commission consider the following summary statement as you bring closure to your decision on this important transportation issue.

I oppose funding for the DOT's recommended Inner Bypass/Freeway, and I support funding for an Outer Bypass.

1. Listen to the will of the people. The people have chosen an Outer Bypass over and over:
 - a. Twenty-four (24) local governments have chosen the Outer Bypass after much deliberation.
 - b. Petitions opposed to the Inner Bypass/Freeway were signed by more than 2,000 people, and were submitted to the Department of Transportation and the Legislature.
 - c. In survey after survey, the people have chosen the Outer Bypass. (The DOT telephone surveys and the TV 13 poll were designed scientifically.)
 - d. The three communities — Hallie, Seymour and Altoona — have strong resolutions for an Outer Bypass. They don't want a bypass in their back yard — they want a bypass in their front yard.
2. The DOT's plans for an Inner Bypass/Freeway have ignored the long-range plans of Hallie, Seymour, and Altoona. Eighty percent (80%) of the Inner Bypass/Freeway would be located in these communities.
3. The Inner Bypass/Freeway will not take sufficient traffic off Hastings Way because there is very little access from the Inner Bypass/Freeway to the businesses along Hastings Way, or to Main Street, Highland Avenue, and Bracket Avenue — the major arterials that access downtown Eau Claire as well as the east-side residential areas.
4. Insufficient origin/destination studies have been done to use as bases for traffic projection. DOT has used an interoffice letter, not a study, giving specific data from 1972 and 1976. Traffic projection is an art — not a reliable science.

5. The Inner Bypass/Freeway promotes urban sprawl; it does not contain it. Utility lines are already far beyond an Inner Corridor.
6. Accidents on Hastings Way have decreased by 18% during the past three years, according to the Final Environmental Impact Statement — not increased, as some have stated.
7. The Outer Bypass will be a safer route because it will carry through traffic, whose purpose is to get quickly and efficiently from Point A to Point B. The Inner Bypass/Freeway will have a mix of local, regional, and through traffic — all with mixed speeds and purposes. Conflicts cause accidents.
8. The Outer Bypass does not take good farmland, such as that taken by the western part of the North Crossing.
9. The FEIS is a highly flawed document that fails to provide:
 - a. Measures to protect the environment in Otter Creek Valley, such as the prevention of salinity, erosion, sedimentation, or pollutants such as grease, oil, lead, nickel, etc., which come from engines and tires, poisoning the banks and the stream.
 - b. Protection for the urban greenbelt.
 - c. Referenced data.
 - d. Noise abatement costs and hazardous waste cleanup costs in the total cost estimates.
 - e. Recent data. Example: LOS, Exhibit I-7, p. I-13. The data are at least seven years old. Data do not reflect the current situation, much less 2010.
10. The FEIS confirms that the Inner Corridor/Freeway will at best continue the present number of accidents on the existing USH 53 — not reduce it.
11. Finally, Eau Claire County has passed three resolutions:
 - a. In 1992, it twice rejected the building of an Inner Corridor.
 - b. In 1994, it passed a neutral resolution urging state funding for USH 53.

I, therefore, oppose funding for the DOT's recommended Inner Bypass/Freeway, and I support funding for an Outer Bypass.

July 19, 1994

I would like to speak to you today about the pristine environment that has been preserved in Altoona along the proposed inner bypass route.

The area supports wildlife and is an area that the homeowners, area residents and others enjoy. It is not uncommon to see the bald eagle, deer, fox, porcupine and possum. Frequently there are cars parked along the road side watching the wildlife. Together with the many persons that use this area for bicycling, jogging and walking, we find the quietness and ability to be close to nature healing. The professional journals support the healing power of nature and alternative medicine warns that escapes from the stress of the workplace are necessary.

It was amazing to me that the environmental impact study did not recognize the valuable assets that we have on the inner bypass. I did not understand why the bugs on the outer bypass route were more important... that is, until I attended a Kiwanis meeting recently. On June 7th, the program was provided by Wendy Hable, a member of the Clear Water Chapter of Kiwanis and employed by the Department of Transportation. There were approximately thirty persons in attendance at our noon lunch meeting when she described the DOT's role with the environmental impact study. She said that the department works very closely with the persons conducting the survey to insure that the results are compatible with the Department's goal. That was offensive to me!!

I think it is questionable when public employees are not responsible to constituents. Every survey documents that the outer bypass is preferred by the area residents, including the Leader-Telegram survey. We are asking you to endorse improving the existing highway 53 and building the outer bypass.

Thank you for your considerations.
Respectfully submitted,

Verna Pearson



DATE: July 19, 1994

TO: The Transportation Projects Commission

FROM: Leo Eichinger, 912 Pearl St., Chippewa Falls, Wis.

RE: USH 53 Bypass Project

I oppose funding for the DOT's recommended Inner Bypass Freeway, and I support funding for an Outer Bypass. I am here to ask this Commission to recommend that the DOT build a true bypass for Highway 53 north from I-94 to the junction of Highways 53 and 124.

The reasons I provide are:

1. The inner corridor is not a bypass but just an additional four lanes for Hastings Way. This route will be a very costly route due to facilities in its path. The large force main interceptor sewer has at least four locations of conflict. This is a very costly relocation. The Altoona sewer on Spooner will require possibly a lift station. The 5 ft. storm sewer at Bartlett in Altoona will require relocation. The City of Eau Claire water main along with Altoona's water main will have to be relocated. The private utilities such as WTC, NSP, ATT Warnercable, and Midwestern Gas Transmission all have facilities in the area. Some of these are very costly to move. As an example: A 40 ft. 3 phase tangent pole set in the ground costs approximately \$650 each. The 345 kv structures relocated for the North Crossing in Eau Claire cost approximately \$75,000 to \$100,000 each. Gas mains are also very costly to relocate, as are gas transmission lines. All the above are in the area of the inner corridor. Also in the path of the inner corridor

are private homes, apartment complexes, condominiums, and businesses, all of which must be removed, and maybe lost.

2. The outer corridor will have a much lesser impact on all of the above, with many facilities and homes absent from its path. Also with proper location of the road, the 345 kv transmission line would not be affected. As for farmland, none of it can be classified as prime. Much of it would not raise a good crop of sand burrs.

The State of Wisconsin spends millions to attract tourists to the northern section of the state, but if Highway 53 continues to have obstacles such as Hastings Way and the Inner Corridor, this money will be ill spent. It is already mentioned that the speed would be 55 mph on the Inner Corridor. When you are traveling you have one desire, whether you are a tourist or a trucker. That is to get from one point to another as fast as possible.

I understand that Commission members have taken an airplane survey over both routes. That should help prove to you, as it has to others, that the outer route is the only logical route to build a highway such as USH 53. This is a Federal and State Highway, not another Eau Claire street.

Altoona City Councilman
Bernard L. Behounek
728 Roberts St.
Altoona, Wi. 54720

July 19, 1994

Testimony on the propose Highway 53 Project

I oppose funding for the DOT's recommended Inner Bypass Freeway, and I support funding for a Outer Bypass.

Around the world, business is being affected by change, the highway systems is no exception. Strategic options such as the Outer Bypass would assure future growth in an increasingly competitive business climate. Industries, Distribution Centers, Light manufacturing are examining numerous alternative strategies and new approaches that will improve its competitiveness. One important approach in any business is transportation and the delivery of goods. Easy access, safety and cost.

In the analysis of the Inner freeway prepared by Short Elliott Hendrickson Inc., the engineering firm reports that 112 acres could be used for retail, commercial and hotel interest, 18 acres for light industry and manufacturing. This is too limited to the size of our area for jobs and better wages. When you eliminate the competitiveness for growth then there is very little growth. The Inner freeway is very limited to what types of business can go next the freeway and would not provide quality jobs for our young people in the Chippewa Valley. Looking at our neighbor Menomonie, there Industrial Park with 575 acres is over 65% occupied and keeps filling up as months go by. Even filled up there is room for growth which in return will create more jobs for the Chippewa Valley area.

The Outer Bypass would be designed to promote and support tourism, agriculture, industry and business in all municipalities and regions. With unlimited room for growth the Outer Bypass would be competitive in all fields of business in which would provide more jobs with better then minimum wage jobs for our youth for many years to come.

I urge you [TPC] to fund the Outer Bypass.

Altoona Councilman
Bernard L. Behounek
Bernard L. Behounek

DATE: JULY 19, 1994

TO: TRANSPORTATION PROJECTS COMMISSION

FROM: DONALD CARPENTER, P.O. BOX 172 ALTOONA WI 54720

RE: HWY 53 INNER BYPASS

I wish to make a few brief statements regarding the Inner Bypass.

I recommend funding the Outer Bypass

For health and well-being for the citizens in this area the Outer Bypass would be the best suited.

The Golden Age Retirement area and the Oakwood Villa are within a few blocks of the Inner bypass. The elderly retired and sickly do not need the added noise to stress out their remaining years. The Outer route is the most favorable for a healthier financial growth throughout the Chippewa Valley.

The traffic situation would greatly improve and would save fuel, time and reduction of accidents and it is what the majority of the people want, and not what the DOT is trying to push.

Thank you.

Donald Carpenter, Transportation Specialist

ALTOONA POLICE DEPARTMENT

1303 Lynn Avenue

P.O. Box 8

ALTOONA, WISCONSIN 54720-0008

DAVID J. O'DONAHOE
Chief of Police

Office: 715-839-6090
FAX: 715-839-1610

July 18, 1994

WI Transportation Project Committee
Madison, WI 53703

Ref: Inner/Outer Bypass, Eau Claire, WI
Traffic Accidents

Dear Committee Members:

The DOT has noted how the Inner Bypass will reduce serious injury accidents in Eau Claire. Eau Claire Police Chief David Malone and Sheriff Richard Hewitt were invited to the previous **TPC** meeting to address how the Inner bypass would reduce the number of accidents experienced on Hastings Way.

I would like to make a point should this matter be focused on at the upcoming **TPC** meeting. Over the past twenty four years I have been taught there are two important factors needing attention when addressing areas with high accident rates, they are speed and traffic congestion. When these two elements exist, either speed or traffic congestion must be reduced to curb serious injury accidents.

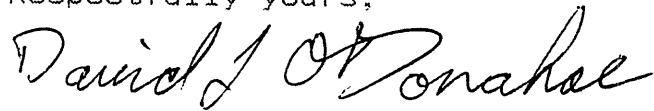
The existing Hastings Way is a prime example. Everyone knows this section of highway has considerable traffic congestion. Thus, the speed has been reduced to 35 mph to prevent serious injuries should accidents occur.

The Inner Bypass is proposed to increase the speed to 55 mph while allowing for some traffic congestion by funneling local and state traffic into a concentrated area with several on/off ramps. Consequently, this increased speed will result in more serious injuries when accidents occur.

The Outer Bypass is proposed to increase the speed to 65 mph, but traffic congestion will be eliminated. In retrospect, there can be no argument that the Outer Bypass will be the safest route to travel.

The matter of safety on Hastings Way becomes a local issue of maintaining a safe speed, designing better use of traffic lights, and eliminating excessive access roads, mainly driveways. Addressing these matters, along with the fact that an Outer Bypass will reduce the traffic count, will make Hastings Way a safer road.

Respectfully yours;

A handwritten signature in cursive script, reading "David J. O'Donahoe". The signature is written in dark ink and is positioned above the typed name and title.

David J. O'Donahoe
Chief of Police

To: TPC Members

From: Gary R. McFarlane

Lake Altoona Protection & Rehabilitation District

Dear Members-

Sometimes it seems that when someone wants to a task assigned to them, they do a great review, but forget to look at the larger picture.

This is what has occurred with the EIS for these bypass proposals.

Lake Altoona itself has been forgotten about.

I have enclosed pages from our Grant Application to the DNR for Lake Management Planning.

Lake Altoona is a reservoir created in 1938. As such, it is naturally filling in with sediment. The water volume of the lake is about 25% gone since 1938. It is expected that it will only take another 25 years to lose the next 25%. In reality, without action, the lake will be a swamp by the year 2075.

We have conducted many studies of the lake, and have been left with the only option of dredging the river going into the lake. This will prolong the life of this lake.

Our problem is what to do with the sediment that is dredged from the lake. This has limited our ability for action.

When you choose the Outer bypass, you would give us a market for our sand, helping to save a lake!

A DOT official has said to me, that if the outer is chosen we could develop a symbiotic relationship helping to prolong the life of the lake, and build a bypass.

Another environmental concern that has not been looked into is the noise pollution of a bypass. The noise will be there we know that, and we need a bypass, we know that.

As is reported in the enclosed article from Lake Tides magazine, silence is a precious commodity. The prevailing easterly winds would blow the noise from an inner bypass right onto our lake. If you have ever been on a lake a night you can imagine how this would carry into our homes. On the outer hand, a outer bypass would send its noise into the forest acres which would muffle it.

Thanks You for reading this, and I hope that you will be able to see the forest, as you look at the trees.

Lake Altoona Grant Application

Altoona, Wisconsin

Project Description

Introduction

Lake Altoona is an 840 acre reservoir on the Eau Claire River, located in Eau Claire County, Wisconsin. The reservoir outlet is approximately four miles upstream from the confluence of the Eau Claire and Chippewa Rivers. The lake was created in 1938 by the construction of a concrete dam; the project was administered by the WPA, having primarily recreation and flood control purposes.

Lake Altoona provides the public a highly used recreational resource. Lake activities include boating, fishing, swimming and picnicing. Lake Altoona Beach County Park provides public use of an 800 foot beach, a picnic area, shelter, playground, and boat access. Park use is estimated at 50,000 to 60,000 people per year (WCRPC, 1988). The City of Altoona also maintains a park near the County Park. Two additional public boat access points are maintained on the lake; one site is provided by the Town of Seymour near the dam on the north side of the lake, and another is located on the Eau Claire River 1.5 miles upstream from its confluence with Lake Altoona. Approximately 200 private lots surround Lake Altoona, most of which contain walk-in trails and/or boat/fishing piers.

Lands surrounding Lake Altoona provide wildlife habitat for a diverse number of upland and wetland wildlife species including deer, squirrel, rabbit, grouse, raccoon, mink, muskrat, beaver, fox, ducks, herons, owls and numerous song birds (RCRC&D, 1987). Lake Altoona fish

Project Description

populations are dominated by walleyes, smallmouth bass, muskellunge, crappies, red horse and carp (RCRC&D, 1987). Since the early 1950's, more than 140 fish cribs have been installed to enhance fish habitat.

Since its creation, Lake Altoona has been filling with sediment deposits, estimated in earlier studies (Finley, 1976) at rate of 110,000 cubic yards per year. The reservoir has already lost more than a quarter of its original capacity of 10,080 acre-feet. The upper portion of the lake has formed a large delta composed of fine sand. Several islands have developed in the delta area and have stabilized by vegetation encroachment. The reservoir has aggraded to the degree that boat traffic on the lake is hindered in the upper reaches; use of the upstream boat landing has dwindled due to aggradation of the river and the delta at the mouth. Excessive sedimentation has adversely affected fish habitat by covering stumps and brush and filling some of the deeper holes leaving substantial areas of relatively nonproductive sand flats. The sediment deposits to the lake present significant problems to maintaining lake quality.

High nutrient loading has been identified as a threat to lake quality (Finley, 1976; WDNR, 1980; RCRC&D, 1987), but the threat is overshadowed at this time by the severe sediment deposition.

The Lake Altoona Protection and Rehabilitation District, and the four participating local government units (the towns of Washington and Seymour, the City of Altoona, and Eau Claire County) recognize the importance of the lake to the local economy and that its protection and improvement is paramount to proper long-term management. It is with this realization that the District has prepared an application to the Wisconsin Department of Natural Resources for a Lake Management Planning Grant to help finance the planning for a project which will improve the quality of Lake Altoona for public enjoyment. The planning project will include engineering design services to study and prepare plans for a sediment trap to capture sediments before they reach the lake, and to improve public access to the lake.

Previous Studies

Since its formation in 1974, the Lake Altoona Protection and Rehabilitation District has funded or prompted numerous studies to quantify existing problems, identify potential causes and determine potential improvement or management schemes. The studies are briefly summarized below:

Project Description

1. Finley Engineering, 1975-76. Prepared Lake Altoona Feasibility Study. Information gathered includes sediment load estimates, rate of sediment deposition to Lake Altoona, drainage density, stream gradients and velocities, sediment grain size, identification of bank erosion on the Eau Claire River, surface and ground water chemical analyses, temperature and dissolved oxygen profiles, algal identification and estimated algal biomass, and survey of macrophytes.
2. Owen Ayres and Associates, Inc., 1979-80. Prepared inventory of erosion sites on the Eau Claire River between STH 27 and Lake Altoona. The inventory provided detailed information on site location, slope height, length of eroded area, stream width, average stream depth at erosion site, slope angle above water level, and erosion condition.
3. River Country Resource Conservation and Development Council, 1980. Prepared study describing the land uses and geology of the watershed and identified ownership of erosion sites previously identified by Owen Ayres and Associates. Three alternatives were identified: (i) leave as is, (ii) develop a maintenance program, (iii) develop a rehabilitation program.
4. Wisconsin Department of Natural Resources, 1980. The Office of Inland Lake Renewal prepared a report suggesting management alternatives for Lake Altoona based on a review of the Finley Engineering feasibility study. Findings of the report follow:
 - limnological parameters suggest a nutrient-rich, eutrophic water body.
 - model prediction that only 1000 acre-feet of lake volume will remain by the year 2075.
 - nutrient loads to the lake are excessive.
 - the lake is being stressed by excessive nutrient and sediment loads.

Suggested management alternatives included streambank stabilization, dredging and or chemical treatment for algae control and a fishery management program.

5. Mead and Hunt, Inc., 1980-81. Developed Lake Management Plan to prevent restricted recreational use due to sediment deposition. The plan proposed streambank stabilization at all sites identified by Ayres, sediment trap construction at the mouth of the lake to include removal of the delta, and dredging of the upper reach of the lake.
6. River Country Resource Conservation and Development, 1987. Prepared study of the Lower Eau Claire River Watershed sediment as part of a measure proposal. The study made a resource evaluation of fishing,

Project Description

recreation facilities, wildlife, forestry and county parks in the watershed and described the sediment problem occurring from erosion sites on the Eau Claire River. Proposed management alternatives include:

- streambank stabilization in the Lower Eau Claire River Watershed
 - construction of sediment traps
 - lake sediment removal
 - land treatment and water quality improvement in the watershed
 - tree planting for bank stabilization
 - installation of fish cribs and other habitat development and
 - a fish stocking program
 - a municipal/industrial paper mill sludge demonstration project
 - using paper mill sludge for streambank mulch
 - addition of a north side recreational boat access site
 - aquatic plant control through chemical treatment or mechanical removal
 - a water sampling program, and
 - development of a lake use plan to designate activity areas
7. West Central Wisconsin Regional Planning Commission, 1988. Prepared an implementation plan for water quality improvement in Lake Altoona. The plan reviews all studies and watershed activities to date, and presents a comprehensive strategy to improve the lake quality through dredging, establishment of a sediment trap, bed-load stabilization, and proven bank stabilization methods. The report also addresses long-term goals for fisheries, wildlife habitat, recreation, information and education, and monitoring programs.
8. Simons, Li and Associates, 1988. Prepared study evaluating the effectiveness of the proposed implementation plan (WCWRPC, 1988) for reducing the sediment supply to Lake Altoona. Results of the qualitative and quantitative study show that streambank protection in the proposed reach of river will have minimal impact on sediment transport rates to Lake Altoona. The deep, non-cohesive soil deposits which underlie the Eau Claire River will provide an unlimited source of moveable material if the bank supply is removed. In addition, erosion sites upstream from the proposed reach provide a significant amount of sediments to Lake Altoona.

The previous studies clearly indicate only three real alternatives for dealing with the sedimentation of Lake Altoona:

1. Do nothing and let the lake continue to fill in.
2. Remove the dam so that the area returns to its natural state.

Work Plan

- 3. Construct a sediment trap and engage in a dredging program to periodically remove accumulated sediments before they reach the lake.**

The Lake Altoona Protection and Rehabilitation District has chosen to pursue the third option.

ON SILENCE...

Quiet Talk about a Precious Commonplace

Silence is music of the self. When I was a kid I wondered how it was that old people could sit in a chair doing nothing the least bit interesting. Not even listening to the radio. Just sit there. Rocking.

Silence is how great emotions work. Silence is why we can go to a funeral home and just sit there. The place so quiet you hear the tick of a wristwatch, and somebody's sob catches on something down inside us.

All the awful feelings a person can have are silent: sadness, melancholy, sorrow, hate, disillusion, despair, pity. Silence is not the only way to carry hurt, but it's the most common.

Silence also is the core of wilderness. Silent is the night, the stars, the crossing planets, the fiery meteor, the patient moon. Why then is humankind so noisy, when to our witness all that is eternal and powerful, is so...so... quiet?

Silence can not be alloyed or welded to other ideas; painted perhaps, tinted with bird song, wind, rain. Pure, uncut silence is too raw to bear. Nature is silent because stealth must be. Noise is for the victims and the prayerful.

Silent are the trees. Of all creation, trees do silence best. They

grow and suffer, live, go crippled and die without a single proclamation. For this we find trees admirable and, indeed, we think trees are heroic.

Of silences, the sea is good. Why else would Melville speak of it and know it so well?

The best silence of all is snow. None else so expert, so complete, so entire as snow. Snow can hush the countryside when nothing else can, this is why snow has so many admirers.

Sunset silence is uncertain. A catbird will pollute it, also the whip-poor-will, the starling, the mourning dove. Quality silence is not available here, though it is well-attended all the same.

A window can do silence. Combine smoking a pipe by a window and the silence is broad and fine-grained.

Other silences? A chair on a porch can do it, a treehouse, trout rod, a drifting fishing boat, a deer rifle (save one brief moment) and surely the bow season. A hunter knows silence and must.

Silence has no commercial value. Silence has no ambition but for more. Unless you are a mime, you can not earn a living doing silence. Silence can not be built, only unbuild.

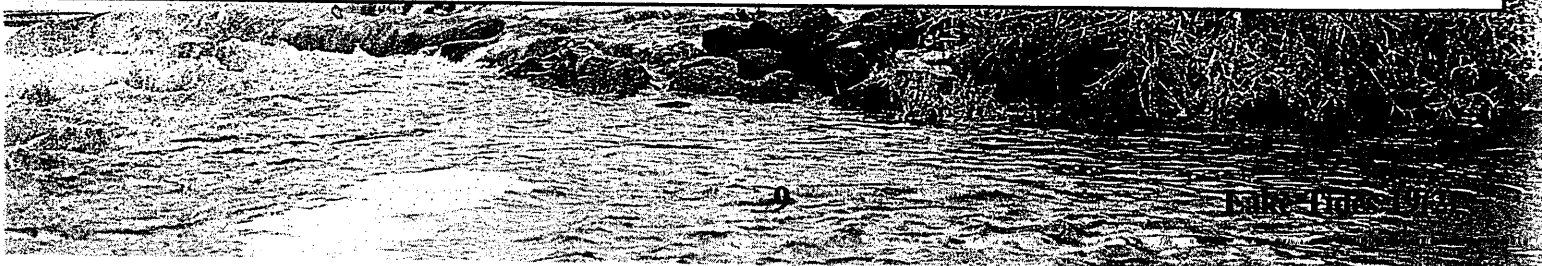
Wisdom is silent too. In fact, silence is how wisdom is measured. The wise are silent more often than they are opinionated. We learn this sooner or later, usually later. Learn what silence means when we wish to be wise.

Silence has its tools and its untools. The automobile is an untool, a walk is a tool. The Walkman is an untool. So too is cordless anything. CB, CD, VCR, HDTV, coaxial, stereo, Bose and booze. A motorcycle is an untool although a motorcycle garage reduced to its elements can be a tool of silence, the same as a church pew.

The pen is a tool of silence. And the diary. Add the canoe, coffee pot, cemetery, injury and old age. Poems require silence as does bankruptcy, mourning, beauty, anger, worship, invention, love, loneliness, and maybe a couple others.

So why isn't there some public right to silence and some public agency responsible for preventing its contamination by the eager and quick? Healthy citizens require clean silence as much as they need clean air. As with all natural resources, silence is harder to fix than it is to spoil.

Essayist Justin Isherwood writes about nature and our nature from his Plover, Wisconsin farm.



July 19, 1992

To; Wisconsin Transportation Projects Commission
From: Eleanor Wildrick
2536 Garfield Ave.
Altoona, Wis. 54720
Subject: Highway 53 Bypass Eau Claire County

Testimony against the Inner Corridor and in support of the Outer Bypass.

On April 1, 1887, Altoona obtained its city charter from the Legislature in Madison. As the story goes, it was on April 7, 1887 that Altoona city residents hurriedly went down to Madison to obtain a city charter retroactive to April 1 because even then Eau Claire officials had designs on gobbling them up by annexation. It has been over 100 years, but things haven't changed much.

It constantly surprises and amazes us to see how much altruistic concern big brother Eau Claire and its realtors and developers have for so unselfishly deciding what is best for Altoona and the area.

I strongly oppose the Inner Corridor for the following reasons:

1. SAFETY: There is the danger of trucks and vehicles carrying Chemical and flammable material, dynamite, Nuclear radioactive waste, etc. being deliberately routed through a residential area. In the Inner Corridor there are 45 residences and in the Outer, only 9. (EIS 1V-25) A federal study by the National Transportation Safety Board clearly states that half of the heavy trucks' brakes are out of adjustment (Leader Telegram-July 20 199 Brakes fail. Disastrous spills occur. Damage to the Otter Creek would be irreversible, not to mention the hazards to residents of the area. *1. See article on Page 4 - Toxic spill from truck kills two.

2. NOXIOUS FUMES, NOISE and OZONE ALERTS:

When you walk in the valley of the Otter Creek area,

the exhaust fumes from just one car on a damp and muggy day will really fill your lungs. Multiply that by four lanes of cars in a residential area, and you have a big pollution problem. All kinds of people live there, some healthy and wishing to stay that way, some with respiratory problems, lots of children, and some very sick people in an adjoining Nursing Home (Oakwood Villa) which somehow is never mentioned by the DOT. You can always boil water, but what do you do about the hazardous substances in the air we breathe.

Similarly, the decibels of noise is not conducive to our well-being. The DOT should be working to eliminate ozone alerts, not helping to create new ones.

3. ENVIRONMENT

The damage to the pristine Otter Creek and the Otter Creek Valley would be irreversible. This unique ecosystem where the water and the woods meet the city provides a natural habitat for the over 45 species of birds that have been identified. Over 64 species of wildflowers have been identified. Wildlife abounds. Most progressive cities plan green belts, while we have one that should not be destroyed. We need to preserve something of real value for future generations. All this testimony has been given to the DOT District 6. Perhaps it was misfiled in their circular file.

4. REGARDING THE KARNER BLUE BUTTERFLY, only one was found in the Outer Bypass (June 4, 1992) while 7 were found in the Inner Corridor (Aug. 1, 1992) Also, there are more than 300 lupine plants (host plants) in the Inner Corridor. SOURCE: Catherine Bleser, Bureau of Endangered Resources--Dept. of Natural Resources. It must be pointed out that it was ordinary people and not the local DNR, and certainly not the DOT who discovered the Karner Blue and its habitat, and they contacted the Endangered Species Specialist. IN THE INNER CORRIDOR

This leaves one with the very clear impression that both DNR and DOT have been negligent in fulfilling their responsibilities. They are the experts, but they are not doing their job. Where would one ever get the impression that the Outer Corridor was ever seriously considered.

REGARDING THE LOCAL SIERRA CLUB and their endorsement of the INNER corridor, I am reading from a published letter to the DOT Leader Telegram (dated Sept. 23, 1990) By Rick Magyar, then Chairman of the Sierra Club. It reads as follows:

The Sierra Club noted t_here also would be a relatively high cost to humans by choosing the inner bypass. "The effect upon the residential areas of Altoona ,including noise and air polution, would significantly degrade the quality of life in Altoona," Magyar wrote in a letter to the DOT.

The Sierra Club can't have it both ways. The CHIPPEWA VALLEY Chapter of the SIERRA Club has lost its credib~~ility~~ity.

*2. (Article on page 4)

This time, Do it Right the First Time. Build the OUTER BYPASS.

Thank You.

Eleanor Wildrick

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Toxic spill from truck kills two

ONTARIO, Calif. — A big rig truck carrying toxic chemicals hit a car, veered off the highway and crashed into the back yard of a home early Saturday, killing two motorists and forcing hundreds of residents to flee.

A pool of chemicals formed near the crash, emitting a vapor cloud that prompted the evacuations about 40 miles east of downtown Los Angeles.

Somebody concocted a makeshift breathing apparatus for the truck's driver, then disappeared, fire Capt. Rob Elwell said.

From news services

SUNDAY, July 17, 1994
Leader-Telegram

3A

This is exactly what Altoona doesn't want.

* 2.

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